vecament are, nevertheless, still consistained to deny
the right of citizens of the United States, under the
treaty of 1818 to fish in that part of the Bay
of Fundy, which rom its geographical position,
may properly be considered as included within
the British possession; and also to maintain that
with regard to the other bays on the British American coasts, no United States fishermen has under that
convention the right to fish within three miles of the
entrance of such bays as designated by a line drawn from
headland to headland at that entrance.

Lord Aberdeen, however informed the undersigned.
that although contuning to maintain these positions as
a matter of right, ize Majosty's government are not insensible to the advantages which might accrue to both
countries from a relaxation to its exercise; that they
are anxious, while upholding the just claims of the Britith crown, to evince, by every reasonable concession,
their desire to act liberally and ansienbly towards the
United States; and that het Majosty's government are
accretingly come to the determination - to relax in favor of the United States shelrene the right which treat
Britain has hitherto exercised, of excluding those fishermen from the British portion of the Bay of Fundy, avaare prepared to direct their cosmid authorities to althebra
henceforward the United States fishermen Logicaled they
do not approach, except in the case of Moyare
when the cost of Novare with goas satisfaction this
continuous finance of the States of the cost of Novare with goas satisfaction this
of the states of the undersigned is persuaded, will
duly appreciate the friendly motives, which have led to
the determination on the part of her Majosty's government amounted in four Aberdeen, which promises the
permanent removal of a fruirfu cause of diagreemenbetween the two countries to reference to a valuable
portion of the fisheris in question. The government of
the United States, the undersigned is persuaded, will
duly appreciate the friendly motives, mote on a va

receive to boin countries from the relaxation of that right."

Thi form of expression might seem to indicate that the relaxation proposed had reference to both positions; but when Lord Aberdeen proceeds to state more particularly its nature and extent, he confines it to a permission to be granted to "the United States fishermen to pursue their avocations in any part of the Bay of Fundy, provided they do not approach, except in the cases specified in the treaty of 1818, within three miles of the entrance of any bay on the ceast of Nova Scotia and New Brunswick."—which entrance is defined in another part of Lord Aberdeen's note as being designated by a line drawn from headland to headland.

In the case of the Washington, which formed the subject of the note of the undersigned of the 25th May, 1844, to which the present communication of Lord Aberdeen is a reply, the capture complained of was in the warries of the Bay of Fundy. The principal portion of the argument of the undersigned was addressed to that part of the subject; and he is certainly under the impression that it is the point of greatest interest in the discussions which have been hitherto carried on between the two governments, in references to the United States' right of the heavy of the waster of the water which was treated in the note of the undersigned of the 5th of October, the case however, of the Argus, which was treated in the note of the undersigned of the 5th of October, the cast however, of the waters which wash the morth-eastern coast of Cape Breton; a porton of the Atlantic ocean intercepted, indeed, between a straight line drawn from Cape North to the northern head of Cow Bay, but possessing nene of the characters of a bay (far less so than the Bay of Fundy) and not called a "bay" on any map which the undersigned has seen. The aforesaid him is a degree of latitude in length; and as far as reliance can be placed on the only maps (English ones) in the possession of the undersigned, on which this coast is delitately laid cown, it would exclud

Lord Abetdeen in his note of the 10th instant, on the case of the Argus observed that "as the point of the construction of the Convention of 1815, in reference to the right of fishing in the Angle-American dependencies by citizens of the United States, is treated in another note of the undersigned, of this date, relative to the case of the Washington, the undersigned abstalms from again touching on that subject."

This expression, taken by itself, would seem to authorise the expectation that the waters where these two vessels, respectively, were captured would be held subject to the same principles, whether of restriction or relaxation, as, indeed all the considerations which occur to the undersigned as having probably led her Majesty's government to the relaxation in reference to the Bay of Fundy, exist in full, and even superior force, in reference to the waters on the northeastern coast of Cape Breton, where the Argus was seized. But if her Majesty's provincial authorities are permitted to regard as a bay any where the Argus was select. But if her Majesty's provincial authorities are permitted to regard as a bay any portion of the sea which can be cut off by a direct line connecting two points of the coact, however destitute in other respects of the character usually implied by that seme, not only will the waters on the northeastern coast of Cape Breton, but on many other parts of the shores of the Anglo-American dependencies, when such exclusion has not yet been thought of be prohibited to American fishermen. In fact, the waters which wash the entire poutheastern coast of Nova Scotia, from Cape Sable to Cape Canso, a distance on a straight line, of rather less than three hundred miles, would in this way, constitute a bay, from which United States fishermen would be excluded.

uded.

The undersigned, however forbears to dwell on this

than three hundred miles would in this way, constitute a bay, from which United States fishermen would be excluded.

The undersigned, however, forbears to dwell on this subject, being far from certain, on a comparison of all that is said in the two notes of Lord Aberdeen of the Jobh instant, as to the relaxation proposed by her Majesty's government that it is not intended to embrace the waters of the northeastern coasts of Cape Breton, as well as the Bay of Fundy.

Lord Aberdeen, towards the close of the note in which this purpose of her Majesty's government is communicated invites the attention of the undersigned to the fact that British coionial fish are at the present time excluded by prohibitory duties from the markets of the United States, and suggests that the moment at which the British government are making a liberal concession to United States, and suggests that the moment at which the British reads, might be deemed favorable for a counter concession on the part of the United States to British trade, by the reduction of duties which operate so prejudicially to the interests of the British colonial fishermen.

The undersigned is, of course, without instructions which enable him to make any definite reply to this suggestion. It is no doubt true that the British colonial fishermen.

The undersigned is, of course, without instructions which enable him to make any definite reply to this suggestion. It is no doubt true that the British colonial fish, as far as duties are concerned, enter the United States market if at all to seme disadvantage. The government of the United States he is personally persuaded, would glodly make any reduction in these daties which would rot seriously injure the native shermen; but Lord Aberdeen is aware that the concuragement of this class of the scafaring community has ever been considered, well in the United States as Great Britain, as resting on peculiar grounds of expediency. It is the great school, not only of the conting community has ever been considered and wantages over

BUWARD EVERETT.

MR. HUNTER TO MR. CRAMPTON.

DEPARTMENT OF STATE.

WASHINGTON, July 14, 1852.

John F. Champton. Eq. &c.—

Sir—I have the honor to acknowledge the receipt of your note of the 5th instant, in which, by direction of your government, you bring to the knowledge of that of the United States a measure which has been adopted by her Reitannic Majecty's government, to prevent a repetition of the compaints which have so frequently been made of the encroachments of vessels belonging to citizens of the United States and of France, upon the fishing grounds reserved to Great Britain by the convention of 1818; and to be, with high consideration. Sir, your obedient servant.

W. HUNTER, Acting Secretary.

. The Sale of the Schooner Coral.

The Sale of the Schooner Corni-VICE ADMIRALTY COURT OF NEW BRUNSWICK.

Before the Hon Judge Robt L. Hayden
for Lieutenant Commonding H. M. Catter Netley vs the
Schomer Coral her tackle 4v. and cargo.—At the court,
field on Saturday last. Wm. Wright. Eq., II. M. Advacate General, moved, on behalf of the Crown for sen,
letter of condemination by default of the American school

ner Ceral. her tackle, &c., and carge, for a breach of the convention of 1818 between Great Britain and the Valled States of America. The Court not being antisided with the proof of the personal service of the motion on Mr. Pennell. the owner further evidence was required.

Mr. Wright now renewed his motion. It appeared that the Coral, owned by Mr. W. B. Pennell, of Machins, and salling under the American flag, was discovered by the officers of the Netley on the 16th of June last, to have been recently taking fish at or near a well known fishing ground called Long's Eddy, extending less than a half mile from the shore of the North Head of the Island of Grand Manan. On being boarded, the schooner's fishing gear was found wet, and her decks covered with aline. A quantity of fresh fish were in her hold. The master did not attempt to deny the fact of having taken fish within the British waters, but merely attempted to palliate the offence by saying that he did not consider he was deing any one harm by fishing there, and that a calm and adverse tide had been the cause of his dropping anchor so near the shore.

These facts were clearly set forth in the affidiavits on file, which were read and commented on by the Advocate General.

The Judge now pronounced the schooner, her tackle, apparel and furniture, with the cargo found on board at the time of seizure to be forfeited to Her Majesty; and in doing so after referring to the terms of the convention of 18th Getober 1818 the imperial statute 50. George 3, cap 38 and the several affidavits produced to the court, observed that in this case no question arose as to the true construction to be put upon the convention. The vessel being found within three marine miles—in fact, within haif a mile—of the shore of Grand Manan. in the act of taking fish, it was not necessary for him to give an opinion upon the various readings of the convention which had been suggested. The owner, by declining to claim the vessel after being duly cited admitted that he was guilty of a breach of t

Our Washington Correspondence. Washington, August 3, 1852. Land Claims in California—Settlers vs. Speculators.

There was a discussion in the Senate, yesterday, be-tween the two Senators from California—Messrs. Gwin and Weller—on a subject that will occupy a large space in the foture legislation of Congress, and probably on the fate of public men in California and other portions of the Union. This question is, the contest that is just commencing in California between the settlers and large land claimants in that State. Mr. Gwin, some months since, introduced a bill giving a very small fraction of land to the actual settlers, on these land claims, who settled before the passage of the law for their examination, and who have remained upon these settlements and cultivated the land giving the land claimant the same quantity of unoccupied public land in other portions of the State. This was giving these settlers some of the benefits of the donation bill he had introduced—giving each sattler on the public land one hundred and sixty acres. When the knowledge of this bill reached California, it

was feroclously attacked by the land claimants and the newspapers in their interest, and all sorts of abuse heaped upon Mr. Gwin for introducing it. He was called a robber, and other choice epithets were heaped upon him. These attacks have called out the Senator in his defeace, and were the occasion of his speech yesterday. It was listened to with great attention in the Senate, for Mr. Gwin has a commanding influence in that body in all measures connected with the State he represents He evidently had considered his subject well, and took his position deliberately. Although he spoke to the bill under consideration, which I have stated above, yet there was no mist: king the contest he had determined to enter into with the holders of large incomplete land cisims in California, when they came in contact with sectual settlers and cultivators of the soil. He referred to the pre-emption bill that he had passed through the Senate, and which would undoubtedly become a law, giving the right of pre-emption to every settler on the public domain in California, whether surveyedor unsurveyed—to the one hundred and sixly acres he occupied and cultivated, or may hereafter occupy and cultivate. This, he contended, gave every settler a right of property to the soil he occupied and cultivated if the tive to that soil was in the United States. He then proceeded to examine these large land ciaims, and showed from numerous decisions to which he referred, but did not read that the title in fee of all the land covered by inchanted and incomplete claims in California was in the U. States, and therefore the granting pre-emptions to any portion of the public domain in that State, (although until a case was decided under the law of 1851, the lands thus covered were reserved from pre-emptions, conveyed a title to the actions which they could maintain in the courts of the country. If his law is right, which he did not read, but will publish with his speech, his conclusions are irresistibler and if the pre-emption law passes the House of Representatives, saft passed the Senate, every settler in California is protected by it against a writ of jectment in the land he occupies; for it is not contended that the great mass of land claims there are perfect titles. Mr. Gwin, as he progressed in his argument, showed great confidence in his position, and denounced the speculators in the great land claims in unmeasured terms. He treated the attacks upon him with great scorn, and well hie might. If he is backed by the settlers in his State. He produced some curious and startling statistics in regard to the Mexican population of California, and contended that they should be confirmed, even if incomplete to of land would have been granted to so few people. He was replied to by Mr. Weller, in a short special testician, and referred to his course while in C sectual settlers and cultivators of the soil. He referred to the pre-emption bill that he had passed through the

onstituents he acknowledged

Mr. Gwin replied, briefly restated his position, and ex Mr. Gwin replied, briefly restated his position, and expressed his readiness to meet his colleague when he should give his views in fall to the Senate. He said the legal rights of land claimants in California were protected by treaty; that incomplete claims only could be acted on by the local of Commissioners, and the political power of this government could confirm the equities of such claims in whole or in part—that the settlers had equities that could and would be protected by the government. The subject passed over, but will, not doubt, come up again, in the meantime, members of Congress are flooded with attacks on Senator Gwin and his bill, and letters from the settlers, claiming the protection of the government against these claims. The most atrocious frauds are charged upon them, and a determination expressed to resist them to the utmost. I have been reminded in this worfare of the warnings given in the Hanano, about two years ago, of the charges of fraud against these claims, and the necessity of Congress proceeding with great caution in legislating about land matters in California. I am struck with the wisdom of the precaution.

Our Mantanzas Correspondence.

Mantanzas, July 29, 1852.
The Mail Arrangements with the United States—The New

Captain General-The Slave Trade. The steamship Isabel, requiring, as I understand, cortain repairs to be done to her, has been replaced temporarily by a smaller steamer, the Nina, which will run between Havana and Charleston until the Isabel is ready to resume her trips.

The mails per Nina being about to be closed. I have merely time to say that the always faithful island is in the enjoyment of the most profound tranquillity—that the new Captain General, Canedo, governs his loyal sub jects so very quietly, and is by them so rarely seen, that is semetimes doubted whether really we have a Captain

it is semetimes doubted whether really we have a Captain General or not—Indeed, were it not for the landing of a cargo of negroes from the Coast of Africa, every now and then, (four hundred and fifty were landed six days ago, at Mariel.) the "Siampre fiels" would positively have nothing to talk or speculate about.

The Habaneros are in daily expectation of the arrival of about eight thousand Chinese, (from Amoy.) the introduction of whom, as white laborers, into the Island of Cuba was promoted by the wise General Concha, as an offset to the slave trade, which disgraceful traffic he did everything in his power to destroy, but which, I regret to say, is now carried on with this island to a greater extent than even in the worst times of O'Donnell or Alcoy.

Abrival of the Steamship Pampero at New Orleans.

—The steamship Pampero, Capt. McCerren, arrived on the 28th uit at New Orleans, from San Juan, which place she left on the 21st inst. She brought about \$1,100 in specie.

left on the 21st inst. She brought about \$1,100 in specie on freight

The Pampero left in the port of San Juan the bark Elizabeth, and the brigs Fashion and Mechanic. Steamship Prometheus left San Juan on the 21st, for New York, with 150 passengers.

The following deaths occurred on board the Pampero during the passeng from San Juan:—

J. H. Bell. of Delaware county. Ohio, on the 16th inst., aged 42; Daniel Poster, of Jefferson county, Ohio, on the 24th aged 48; J. W. Sight, of Chariton county, Mo., aged 28; also, Joseph Helms, aged 28; Hugh McGonegle, of New Orleans, a fireman, on 24th inst., aged 28; also, Isaac Rogers, of Beltimore, on the 25th, aged about 30

The Detta gives a full account of the effect in San Juan of the new treaty between the United States, Great Britain, and Costa Rices.

From Havana.—We have received from Havana, our files of El Dierio de la Marina, to the 28th of July. The pelitical news is not interesting. Tranquillity, under the firm administration of the Governor General, continues to reign in that island.

Den Antonio de San Martin, editor of the Cremica, of New York, arrived at Havana on July 27th, on board the cpanich steamer Fernando el Catolica. His friends, who are very numerous in the island, have made preparations o give blin a festival.

NEW YORK COMMON COUNCIL.

OFFICIAL. Board Scanler.

BOARD OF ARRISTATE ALDERMEN, PRINTED JORAHAN TROUBERS, 4, 1862.

PRESENT — Jorathan Trotter, Eq., Pessiant, in the chrir, Amistant aldermen Brown, Tait, Habbate, O'Brion, Breeden. Woodward, Ring. Bouton, McGewn, Wright, Barker, Valentine, Brantow, and McConkey.

By the PRESIDENT—Of John Dilly, Peter Hoff and Jacob Bittell, for remission of tax on the church of the Mos Holy Redeemer. To Committee on Finance.

By semt—Of D. B. Taylor, for gore of land on Seventh avenue, between Seventy-Fifth and Seventy-Bixth streets.

By Assistant Aldermas VALESTINS—Of Hiram Purdy, and others, for railroad in Third avenue. To Committee on Streets and Roads.

REPORTS.

Of Committee on Wharves, &c.—To concur in resolution to close pile the bulkhead between Twenty-sight and Twenty-sight streets, East river. Adopted by the following yote.

Affirmative—The President, Messrs. Brown, Tait. Mabbatt, Breaden, Woodward, Ring, Bouton, McGown, Wright, Berker, Valentine, Brastow and McConkey—14.

Negative—Assistant Alderman O'Briss.

Of Committee on Roads—In favor of filling, regulating and paving Porty-sinth street, in accordance with the present grade line. Adopted, by the following vote:—

Affirmative—The President, Mesers. Brown, Tait, Mabbatt, O'Brien, Breaden, Woodward, Ring, Bouton, McGown, Wright, Baker, Valentino, Brastow, and McConkey—15.

Of Committee on Markets—To concur to clean and repair with shington, Tomphins, and other markets. Adopted by the following vote:—

Affirmative—The President, Mesers. Brown, Tait, Mabbatt. O'Brien, Breaden. Woodward, Ring, Bouton, McGown, Wright, Baker, Valentine, Brastow, and McConkey—15.

Of Committee on Assessments—With an ordinance fixing the compensation of assessors, collector of assessment, and the deputy collector of assessments. Lost, for want of a constitutional majority.

Report—In favor of raising, regulating and repairing West street, between Dunae and Jay streets, setting ourband gutter stones therein, and flagging sidowalks. Concurred in, by the following vote:—

Aßmative—The President, Messrs. Brown. Fait, Mabbatt, O'Brien, Breaden. Woodward, Ring, Bouton, McGown, Wright, Barker, Valentine, Brastow and McConkey—15.

Report—In favor of raising, regulating and repairing west street, between Dunae and Jay streets, setting ourband gutter stones therein, and flagging sidowalks. Concurred in, by the following vote:—

Aßmative—The President, Mossrs. Brown. Fait, Mabbatt, O'Brien, Breaden. Woodward, Ring, Bouton, McGown, Wright, Barker, Valentine, Brastow and McConkey—16.

Report—In favor of sewer in M

and making the same a county read. To Communicate Roads.

Report—In favor of sewer in Chambers street, from Broadway to Greenwich street. Concurred in by the following vate:

Affirmative—The President, Messrs, Tait, Mabbatt. O'Brice, Breaden, Woodward, Ring, Bouton, McGown, Wright, Earker, Valentine, Brastow, and McConkey.

Negative—Assistant Alderman Brown.

Report—In favor of granting Receiver of Taxes, temporatily, six additional clerks. Concurred in by the following vote:—

Affirmative—The President, Messrs. Brown, Tait, Mabbatt O'Brien, Brenden, Woodward, Ring, Bouton, McGown, Wright, Barker, Valentine, Brastow, and McConkey.
Report—In favor of paying the medical bill of Dr. D. Forest. To Committee on Police.
Report—In favor of re-placing pump in Broome street, between Allen and Eldridge streets. To Committee on Streets.

Report—In favor of re-placing pump in Broome street, between Allen and Eldridge streets. To Committee on Streets.

Report—On petitic nof Julius Bessoir, in relation to unpaid we ter rates on 499 Broadway. To Committee on Croton Aqueduct.

Report—Upon the application of Jus. W. Smith, contractor for building a sewer in Thirty-first street, between Lexington and Tenth avenues. To same.

Reports—In favor of refunding amount of judgment paid by Wm Brown & Co.; in favor of selling property, No. 2: Duane street, to John Foote; in favor of leasing part of a lot in Twenty fifth street, to William H. Adams; in favor of refunding amount of judgment paid by Wm Brown & Co.; in favor of leasing part of a lot in Twenty fifth street, to William H. Adams; in favor of refunding amount of judgment paid by J. E. Jennings; in favor of exchanging gores of land with John A. Bunting. To Committee on Finance.

Report—In favor of organizing an engine company, to be located at Carmensville, or Washington Heights. To Committee on Finance.

Report—In favor of repairs to house of Engine Company, No. 46 Concurred in by the following vote:—

Affirmative—The President. Messrs. Brown. Tait, Mabatt, Ogfrien. Breaden, Woodward, Ring: Boutton, McGown, Wright, Barker, Valentine, Brastow, and McConkey—15.

Reports—In favor of flanging sidewalk in Broadway, from 855 to bbe corner of Eighteerth street: in favor of flanging ridewalks from Eleventh street to Hammend street. and from south east corner of Eighteerth street to corner of Eventh and Greenwich svene Tict on Hammend street.

Report—In favor of fencing three wearn lots in Twenty-hird street, between First and Second avenue; in favor of paving Ninth avenue from Forty-third to Forty-fifth street, between First and Second avenue; in favor of paving Ninth avenue from Forty-third to Forty-fifth street, Both adopted: each by the following vote:—

Affirmative—The Precident, Messrs, Brown, Tait, Mabbatt, O'Brien. Breaden, Woodward Ring: Bouton, McGown, Wright, Barker, Rogers, Valentine, Brastow and Mc

ing vote :Affirmative.--The President, Meserr. Brown Tait, Mabant, O'Brien, Breaden, Woodward, Kinc, Bonton, MeGe En Wright, Barker, Rogers, Valentine, Brastow and
McConker.-15.

ins vote:—
Affirmative.—The President, Mesers. Brown Tait, Mahasta, O'Brien, Breaden, Woodward, Kinc, Bonton, Medear, Wight, Barker, Rogers, Valentiae, Brastow and McConkey.—16.

Reports.—In favor of ro-paying Chestnut street; in favor of graving permission to Managers of the New York Institution for the Billiot to erect a wall on the south side of Thiety fourth street, between Eighth and Ninth avenues; in favor of repairing earnings way and cross walk in Twenty-Irst street, between Broadway and Fourth avenues; in favor of re-flagging and setting ourb and gutter atones in sivington street and Bowery in favor of re-flagging side and redding, setting curb and gutter. In Forty-first street, between Savengh and Fighth avenues, and flagging side said four wide through the same; in favor of reading side said four street. To Committee on Streets.

Reports.—In favor of grading Fifty-first street, from Toottlandt affect to Ein street. To Committee on Streets.

Reports.—In favor of grading Fifty-first street, from Toottlandt and mandamating Fifty geventh attent, between Broadway, and Eighth avenue; in favor of spating, regulating and mandamating Fifty geventh street, the wood examined prior to June let, F55: in favor of the plan of grades for the street and avenues between Stay-second and Seveney second and Find avenues in Favor of the plan of grades for the street and avenues have seen Stay-second and Seveney second and East and Hudeon Fivor, as minuted by the commissioners appointed to revise the same. To Committee on Roads.

Reports.—In favor of sewer in Cross street, from Orange East and East and Hudeon Fivor, as minuted by the commissioners appointed to revise the same. To Committee on Roads.

Nowers.

Report—On petition of James Humes, to nurchase lot of Indion East river, between Twonty-fifth and Twenty sixth streets. To Committee on Finance.

Report—In favor of donating \$50 to Israel Gildersleere, for loss of a hole in the pavement of the part of the street near City Hall place. Concurred in by the Silverier value. Fearl street near City Hall place. Concurred in by the fellowing vote:—
Aftermative—The President, Mesers, Brown, Tait, Mabhatt, O'Brien, Breaden, Woodward, Ring, Bouton, McGown, Wright, Barker, Valentine, Brastow, and McConkey—15.
Report—In favor of paying bill of Win. H. Baker, for rent of house occupied by Hook and Ladder Company No. 11.
Concurred in by the following vote:—
Aftermative—The President, Mesers. Brown, Tait, Mahhatt O'Brien, Breaden, Woodward, Ring, Bouten, McGown, Wright, Barker, Valentine, Brastow, and McConkey—15.
Report—Adverse to the award of contract for the building of an iron bell tower in Maddongal street, near Spring, Concurred in.
Ordinance—That when the numbers of a street are di-

Orientage.—That when the numbers of a street are di-frected to be changed, they shall be so within twenty days after notice to the occupants or owners, &c., of the proper-ty, under a penalty of 5,0, and \$10 per day, or part of a day; thereafter they shall remain unchanged; and in the event of a non-compliance, the Superintendent of Streets cause the numbers to be changed, and the expense collect-ed from the parties aforesaid. Concurred in by the follow-ing vate:

in round a construction of the construction of

ing vote:
Affirmative-The President, Mesers, Brown, Tuit, Mah-batt, O'Brice, Breaden, Woodward, Ring, Bouton, Mc-Gown, Wright, Barker, Valentine, Brastow, and McCon-bey-15. Cown, wright, barker, valentine Brastow, and According to the property of the ing vote;
Affirmative—The President, Messra, Brown, Tait, Mabbatt,
O'Brien, Breaden, Woodward, Riag, Bouton, McGown,
Wright, Barker, Valentine Brastow and McCockey,
The Beard then anjourned to Thursday afternoon, at 6
o'clock. From the minutes

EDWARD SANFORD, Clerk. The Debates in the Common Council.

The Board on ASSISTANTS.

BOARD OF ASSISTANTS.

This Board convened at six o'clock last evening, purcuant to adjournment, the President, Jonathan Trotter, esq., in the chair. The time of the meeting was mainly

smant to adjournment, the President, Jonathan Trotter, Esq. in the chair. The time of the meeting was mainly occupied in voting.

An ordinance was reported from a committee of the Board in relation to the per centage to be allowed to the accessors. According to this ordinance the assessors are to receive 1½ per cent, on the whole amount assessed; the collector ½ per cent, the deputy collector 1½ per cent. This ordinance was proposed as a substitute to that from the Board of Aldermen, which gave 1½ per cent to the assessors, and 1½ per cent to the collectors.

Assistant Alderman Woodwand opposed its adoption on the ground that it increased the amount.

Assistant Alderman Bourd said that instead of increasing, it reduced the present fees of the assessors from 2½ per cent, and of the collectors from 3 per cent, to the amount stated. The collector, said he, is required to give \$30 000 security, in real estate bonds, and the deputy collectors \$10,000 each, also in real estate bonds, for the faithful performance of their duties. The reported amounts will not give to the assessors and collectors over \$1,200 a year for their services, out of which they have to employ their own clerks.

A motion on the adoption of the ordinance was put and carried.

The Board adjourned till six o'clock this afternoon.

The Board adjourned till six o'clock this afternoon.

New York, August 4, 1852.

TO THE EDITOR OF THE HERALD.

Sir—In glancing over the columns of your paper of this morning, I was surprised to see the name of our Company used as being concerned in a riot that occurred at Yonkers yesterday, and cannot allow the unblemished reputation we have hitherto borne to be destroyed, without pronouncing the paragraph concerning our participation in the riot, an immitigated falsehood, and to request that you will, with your wsual kindness and love of truth and justice, correct the statement made in your valuable sheet. The Fanning Guard, or even a single member of it, had no dispute whatever with any one while on their excursion. The riot, if it may be so called, originated and ended with another party, supposed to be from New York, who were there in wagons. We is not suppose that your informant meant any ill will towards the Company, but in justice to ourselves, we want the matter placed before the public in its proper light. Respectfully yours,

EMPERER, Scoretary.

The Cincinnati Times says two funeral trains met at the Two Mile House near that city, the one going to the cemetery and the other returning from it. Both stopped and alighted to drink. A general fight ensued, in which several persons were severely bruised, and the coffin considerably damaged.

WEDSHEDAY, Aug. 4—6 P. M. nent state of the weather, and announce Niagara's arrival at Halifax, greatly retarded

The inclement state of the weather, and asmouncement of the Niegars's arrival at Halifax, greatly retarded commercial business.

Beardstupps.—Flour seemed dull, and lower, the transactions embracing 9,500 bbls. superfise Canadian, ordinary to straight State and mixed Western at \$387½ a \$4; choice State, favorite this, and fair to fancy Western, at \$4 a \$412½; with common to good Southern at \$4 31½ a \$4 50 per bbl. Jersey meal and tye flour were selling in lots at \$3 31½ per bbl. The operations in wheat comprised 2,000 bushels Southern white at \$1; 6,400 Ohle do. at 95c., 10,800 do. red and mixed Michigan and Ohlo at 90c., 10,800 do. red and mixed Michigan and Ohlo at 90c., 20,000 bushels unmerchantable at 62½c. a 64½c., with round yellow and mixed Western at 65½c a 65½c; and those in corn. 26,000 bushels unmerchantable at 62½c. a 64½c., with round yellow and mixed Western at 65½c a 65½c; and those in oats, several cargoes Western and Northern at 45c a 46c per bushel.

Corvex — The market continues to evince great firmness, with sales of 1,000 bales, to day, at full rates.

Figurestrs.—To Liverpool, 10,000 bushels grain were taken, 45½d. and 800 at 1,000 bbls. four, at 10c., with 150 bbls. Deef, 1s. There was no change to notice in rates for London or Havre. One vessel was engaged to load at Quebec for London, at 92s., and another to load at Richibucto for Bristol, at 77s. Rates to California were steady, at 46c a \$1 per foot measurement—the latter rates for ships nearly loaded.

Provisions moved to the extent of 600 bbls. prime and mess pork, at \$17½ and \$20; 250 packages shoulders and hams at 8½c a 9c, and 10½c. a 10½c; 300 bbls. prime lard at 11½c. a 11½c; with 250 bbls. old prime and new mess beef at \$7½ a \$9 and \$15½ a \$18½—the former rates

ERTS...... 7 9 MIGH WATEL ... BOTE 11 47

PORT OF NEW YORK, AUGUST 4, 1852.

Cleared, Steamship Southerner, Foster, Charleston, Spofford, Tilestor & Co.

Ship Plantagenet, O'Brien, Liverpool, A Leary.

Ship Commonwealth, Doane, Acapulco, Foster & Niskeron. Ship Florida, Nickerson, St John, NB, Gorbam, Bassett & Bark Drafna (Nor), Eckersberg, St John, NB, Funch &

Newhaus.

Brig Marparet (Br), McDonald. Picton, NS, master.

Brig Almatia, Bailey. Jacmel, S.W. Lewis.

Brig Good Intent (Br), Grant, Picton, A. Leary.

Brig Zephyr, Harrell, Quebec, Barclay & Livinaston.

Brig Zephyr, Harrell, Quebec, Barclay & Livinaston.

Bric Chas De Wolf, Card, Windsor, J.S. Whitens & Co.

Bric P. S. Shurbeck (Dan), Johnson, Richmond, Funch &

Meincka. Brig Benjamin Carver, Clifford, Philadelphia, Nesmith &

Brig R Carver, Cobb. Baltimore, J T White & Co. Schr W H Hazzard, Austin, Matagords, Stanton & Thempson.
Schr Norfelk Packet, Bedell. Norfelk, Sturges, Clearman & Cc. Schr R W Brewn, Hobart, Savannah, N L McCready &

Brunt & Slaght.

Schr Samuel P Lord, Smith, Baltimore, Mailler & Lord.

Schr American Belle, Chase, Philadelphia, James Hand.

Schr Ers, Chamberlain. Philadelphia, James Hand.

Schr Estra Jane Shearman Now Bedford.

Schr Bay State Burr. Boston, Dayton & Sprague.

Schr Louisa, Brown, Boston, S W Lewis.

Schr Martha Maria, Swift, Salem R W Rope.

Schr Bay State Burr. Boston, Dayton & Sprague.
Schr Martha Maria, Switt, Salem R W Rope.

Arrived.

Ship Constitution (pacaet), Britton, Liverpool, July 3, with mose and 620 passengers, to Grinnell, Minturn & Co. August 1 of Nantuscuers, to Grinnell, Minturn & Co. August 1 of Nantuscuers, to Grinnell, Minturn & Co. August 1 of Nantuscuers, to Grinnell, Minturn & Co. August 1 of Nantuscuers, to Grinnell, Minturn & Co. August 1 of Nantuscuers, to Grinnell, Minturn & Co. August 1 of Nantuscuers, to Grinnell, Minturn & Co. August 1 of Nantuscuers, to Grinnell, Minturn & Co. August 1 of Nantuscuers, to Grinnell, Minturn & Co. August 1 of Nantuscuers, to Grinnell, Minturn & Co. August 1 of Nantuscuers, to Grinnell, Minturn & Grinnell, Minturn

Benlopen bearing W.N. 30 miles, passed ship "Havana," sterring Southward.

Biark Regatta, Pratt, Mannanillo (Cuba), July II, with unar to Nesmith & Sona. The R has been 6 days north of Hatteras with light winds and calms.

Bark P Fendeton (of Fearsport), Pendleton, Sagua Ia Grande. 10 days, with winds. R P Buck & Co.

Bile Greyhound (of Boston), Pierce, Marseilles, 60 days, and Gibraltar 35 days, with mide, to R P Buck & Co. July 28 lat 25 l8 lon 52 exchanged signals with a bark showing a red, white, and blue swallow tail, with her name in the white, bound East; 30th, lat 39 55, lon 65 50, spoke bark Linde Loud from Boston for 52 Vincent's 4days.

Briz Ambrosius (Swe), Ohlsen, Gottenburg, 42 days, with 200 tous iron, to Funch & Meinche, Had a pilot on board 6 days; gin lat 42 l5. lon 68, spoke ship James Calder, (of Charleston), from Liverpool for New York.

Briz Superior (Swe), Junken, Gottenberg, 42 days, with iron and 133 rassengers, to Funch & Meincke.

Briz Mary Emily, Battlett, St Thomas, 13 days, with dies, to W& C Wheeler & Co. Aug I, lat 28, lon 73 50,saw bark Union, hence for Matanuas.

Briz Antoinette (Ep.), McDonald, Mayarues, FR, 16 days. hides, &c. to Stanton & Thempson.
Schr Lady Scott, Holton, Eleathera, 9 days, with pine apple: &c. to C Ackerley
Schr Manhusset, Miles, Wilmington, NC, with naval stores,
July 29, jan 34 lon 75 39, spoke brig March (Br.) from Cienfregas, for Helifax, all well.
Schr Alanie, Prosser, Wilmington, NC, 6 days, with naval
stores. tores.

Schr James Nelson, Cranmer, Swansboro, NC, 7 days, vith naval stores.

Schr Wake, Briggs, Wilmington, NC, 5 days, with naval tores.

Schr Coloda, Day, Newbern, NC, 5 days, with naval Schr Colous, Day, Academ. So, Seyr, With series.
Schr J M Taylor, Lawrence, Newbern, NC, 5 days, with naval stores.
Schr Martha, Nelson, Newbern, NC, 5 days, with naval stores.
Schr Cors, Lindsay, Newbern, 5 days, with naval stores.
Schr Jasper Steers, Philadelphia, bound to Salom.
Schr May, Greenough, Sullivan, 10 days.
Schr Monart, Tarbox, Luice, 10 days.
Schr Monart, Tarbox, Luice, 10 days.

Steamship Seutherner, Foster, Charleston; clipper ship overeign of the Seas (new), McKay, San Francisco, Wind, at sunset, S, with rain and fog.

Telegraphic Marine Reports. New Onleans, Aug 3. Arrived-Ship Quebec,

Spoken.

Ship Thos B Wales. Miller, from Boston March 15, for San Francisco, off Staten Land. May 20.

Bark R H Knight, from Portland for Demarara, 24th ult, let 31 11 lon 60 40.

Bark Vasta (Srem). from Philadelphia for Port au Platt, 23d ult. lat 30 20, lon 66 42.

Bark Mary Annab. of Thomaston, from Liverpool for Bal timore, 52 cage, off Little Egg Harbor, July 30.

Brig Mary, of Southquet, from N'ork for Galveston, was passed July 30 lat 20 13, lon 73 25.

Brig Lima, from N'ork for Rum Key, July 31, no lat, &c (one day's steaming N).

Gred My's steaming N).

Foreige Ports.

Acapulco, July 19-Ships Ann Maria, Bray, from New York (Feb 2) arr 5th, dieg: Humboldt, Manson, for Manila soon: Manilus Baker, for Chincha Islands 5or 6 days.

Antwenp, July 18-Arr ship Probus, Weeks, NOrleans; Elizabeth Dennison, Cerpenter, Nyork,

Buenos aves, June 2-Ldg ship Parana for Nyork barks Manto, Boston; Alina, Nyork; brigs Princess Louise, and Ida, do.

Bordeaux, July 16-Arr barks Vermont, Dinsmore, Norleans; Hume, Hopner, do; betch Commerce, Soubistea, Genoa Sid 18th, Fortuna, Oppen, Nyork; Blaron, 16th, Mortyman, and Archibald, Wilcke, Norleans,
Sid from the Roads 18th Lina, Pauluen, Philadelphia,
Buisrot, July 9-Off, ship Moro Castle, Bishop, from S John, N B.

Enisret, July 19-Arr bark Georgia, Allen, St Andrews.

BRISTEL, July 19-Arr bank Georgia, Allen, St Andrews CUXHAVEN, July 17-Sld Elise, Jenner, (from Antwerp) NYork. NYork.
CRONSTADT, July 10—Arr ships Cornelia, Blanchard, N CRONSTADT, July 10—Arr ships Cornelia, Blanchard, N Coleans, 11th brig Josephine, Bornholm, Matanzas.
CHINGHA IRLANES, July 1—Ships Juniata, Bornham, Idgmans, supposed for U States; "Windsor,"—, do do; Castlino, Graves, for U States, do; bark E H Chapin, Hall. de de. CYNSYURGOS, abt July 13-Schr Glenroy, Mozey, for Phila-delphia, Idz. 14th-Sid brigs Neptune, Clapp, Beston; Cuba, Sawyer, NYork.

14th—Sid brigs Neptune, Clapp, Boston; Cuba, Sawyer, NYork.
In port, brigs Capt Tom. Smalley, for Philadelphia; Wm McGilverv, Hichborn. and W H Spear. Lampher, from Portand; Malvera, Jarman, for Philadelphia; Cowes, July 17.—Arr ships Clara Ann. Reed, Matangas for Antworp, Champlain, Woodward, —, barks Princeston, Page, Havrans; Ovando, Higgins Trinidad de Cuba.
DEAL, July 18.—Arr bark Clemantine, (Brem), Dawnemann, N York, and preceeded for London; 19th, ship Forester, Caulfield, Calentia, do. Sid 18th, ship Arab, Thurston, (from London), Calentia.
Passed by 10th bark Arctic, Saunders, from Savannah for St Petersburg; 16th, ships Ernestine (Brem), Frierichs, from St Indiana for Brewn. Adler. (Brem) Hoborst, from Baltimore for do: F W Brano, Landis, from Roterdam for York; brig Stella Maria (Neth), Watson, from Baltimore for Rotterdam.

Elevermera, July 26.—No Am vessels in port.

for Rotterdam.

ELEVTHERA, July 26—No Am vessels in port.

ELSINEUR. July 12—Arr ships John C Calboun, Melcher,

NOrleans for St. Fetersburg: Lunerk, Knapp, Boston, for do.

FADMOUYH, July 18—Sild Sierra Nevads, Foster, London.

Off do 17th, ship H Von Gagern (Brem), Reimers, from N

Orleans for Bremen.

FLUSSHING ROADS, July 17—Sid ship Erpindola, Chase,

Bremen. Bremen.

GRAVEREND, July 16—Sld ship Arno, Thurston, Calcutta.
GRAVEREND, July 16—Sld ship Arno, Thurston, Calcutta.
GRAVEREND, July 16—Arr ships Micmae (Br), Auld, Charlesten; 17th, Hudson, Nelson, N York. Sld 16th, ship B & Perlips, Pike, Philadelphia.
GROUCESTER, July 17—Arr ship Moro Caetle, Bishop, St John, NB. GLOUCESTER, July 17—Arr ship More Castle, Bishop, St. John, NB.

HAMBURG, July 17—Sid Gibraltar, Jordan, NYOrk.
HONOLULU, abt June 2-Brigs Wyandotte and Swies Boy.

For San Francisco, wag cargo.

HAVRE July 15—Arr Belle Assize (Fr). Erussart. NOrleans; I'th, Isaac Bell. Johnson, Mobile; 19th, Wm H

Wharton, Gates, NYOrk.

HALVAN, July 27—Arr sahr Ospray, Green, NYork. Cid
Tith, schr Magnet. Wood, NYork.

HELVEOT July 16—Arr brig Amerika (Dutch), De Ruiter,
Boston via Charleston.

London, July 20—Entd inwards, ships Telegraph, Harlow. Canton; Wabash, Barnes, Mauritins via Queenstown.

Erid out Haidee, Sanle, and Orphan, Williams, NYork.

Livenpool. July 17—Arr ship Thomis (Br) Brewer, N

Criesas: brig Telegraph (Br) Pickard Wilmington, N C.

18 July 18 Stephen Larrabee, Burt, Charleston: Fancuil

Hall, Sears, St. John, NB; 21st, Silas Greenman, Speacer.

NOrleans.

Sid 17th, ships Siddons, Young: Yerkahire, Young, and

Anna Rich, Burwell, New York; Samuel, Mofris, Savannah;

ans; 19th, Hope rin, Parsens, New York.

for Idg 17th, Russengus, Kolleran, New York; Elwesa. do, Cumberland, Johnson. San Francisce; 19th,

to Clinton, Frunk, Southampton, Snow; Francis F.
Robon, and Living Age. Snow, New Xork; Allegra,
Castine, Mc. Denmark, Brennan and Isabella, HayBaltimere; Susan G Gwens, Michaels, Charlesten;
Atlantic, Cook, New Orleans.

YABILLA, July II—Sid brig Eilen Maria, Treat, N

York.

Lowestopt, July 19—Ppassed, bark Lady Knight,
Choate, Havana, for Cowes.

Malaga July 8—Arr brig Clements. Mays. NYork.
Mavaguez, July 19—Brigs Alvare for Norfolk 8 days;
Neuvitas Griffen for 8 side to load; only Am vessels.
Manestles, July 14—Cld Harriet Spalding, Spalding. N
York. Sid 16th. Charlette Wynns, Hesmer, Port Vendres.

July 30-Arr ship Home, Muir, NYork; bark

QUEENSTOWN, July 16—Arr ship Orpheus (Br.), Short, Wilminston NG.
QUEENC, July 30—Arr ship Home, Muir, NYork; bark Tantivy, Brewster do.
RICHIBUGO, July 15—Arr brig Concordia, New York, St. Jehn, N. B., July 30—Arr ship Lynnfield, Begart, Philadelphia: 1st inst. ship Eudocia. Robertson. N York; bark Got Taylor, Richards, do. Sid 31st. ship Chae Humberston. Liverpeol: bark Courant, London: 1st inst. ship Holyoko, Perkins, Dublin.
STOCKHOLM, July 9—Arr Antjo (Dutch), Plukker, NYork. Cid 10th, Silas Leonard, Baseett, do.
SAGUA, July 15—Ship Charles & Jane. Oliver, for NYork 3 days: barks Sakonvile, Hutchins; Escariasa, Popo, and Mariel, Coison, for de. do.
ST. CATHARINES. RIVER SAGUENAT, July 30—Ship Stephen Glover, for London 24.
ST THOMAS, July 22—Sid brig Chief, of Baltimere, for Turks Island, to load for NYork.
In port bark Warwick 46 days from Patagonia, all her crew sick with scurvy, just arr
ST MARTINS, July 17—No. Am vessels in port.
SHIELDS, July, 17—Cid Brilliant, NYork; Douglas, Philadelphia. Sid 19th, hip Artic, Zerega, NYork.
SCILLY, July 14—Sid Vivid, Lakey, Hamburg, (having repaired).
Tornav, July 16—Off, Angelique, Samuels, Amsterdam for NYork Jan Van Horn, Bouten, Bruwershavon, for San Francisco.
TRIESTE, July 9—Arr Yarks Phonix, Parkinson, Matan-

for NYOTK; Jan van Horn, Bouten, Brawersanven, for San Francisco.

TRIESTE, July 9- Arr barks Phomix, Parkinson, Matanzas: 10th, Caledoris (Aus), Svazlich, NOrleans.

Wight, July 12-Off, bark Milford, Andrews, Galvoston or Havre.

CHARLESTON, July 31- Arr steamship Jas Adger, Dickinson, NYOrk; Brigs Mosce, Wicks, do: B Young, Wooster, Boston, Cloship Catalana (Sp), Eatape, Barcelona and a market; bars Harriet & Martha, Elems, Providence, RI, Nueva Terces Cubana (Sp), Balivart Barcelona and a market; brigs San Jose (Sp), Gali, Barcelona; Ninfa (Sp), Carrau, do; Empire, Newman, NYOrk. Sid bark Harriet & Martha Ellems, Providence.

Ang I.-Arr steamer Nina, Magge, Havans and Key West;

rau do; Empire, Newman, NYork. Sid bark Harriet & Martha Ellems, Frovidence.

Aug 1—Arr steamer Nina, Magee, Havans and Key West; schr Golden Rule, Chamberlain, NYork. Sid ship Switzerland, Carter, Liverpool; barks Nueva Teresa Cubana (Sp), Bolivart, Barcelona: Come, Smith, Boston; brigs Empire, Newman, NYork: San Jose (Sp), Gali, Barcelona; schr Col Satterly, Jones, NYork.

MOBILE, July 26—Arr steamship Junior, Armstrone, NYork: 25th, schr J Hellmes, Lodge Philiatelphia. Cld 27th, bark Duke of Wellington, Tullidge Cardonas; 28th, ship Kitty Cordes (Br), Hannah Liverpool.

NEW ORLEANS, July 26—Arr steamship United States, New ORLEANS, July 26—Arr steamship United States, Young, Galveston. Cld steamship El Derado, Mitchell, As Johnwall, Navy Bay; ships Feter Marcy, Leach, Havrer Sul, tana, Barrett, NYork; brig Emille (Fr) Valadier, St Louir-Sengal. pinwall, Navy Bay; ships Peter Marcy, Leach, Havre; Sul, tana, Barreti, NYork; brig Emilie (Fr) Valadier, St. Louis-Sengal.

27th—Arr steamship Louisiana, Forbes, Indianola, via Galveston Cld ship Pharsaiia, Dyer, Liverpool; barka White Cloud, Mitchell Boton, Charlotte (Br) Rae, Liverpool, 28th—Arr steamship Pamere, McCerran, San Juan Del Norte July 21 Cld ship Windemere, Fairfield, Liverpool; schrs Joven Fernando (Mcx), Ascona, Lagona and Campachy Fairy, Silver, Havana, Below brig Tehuantopec, from Vera Cruz.

OREGON—At Astoria, June 25, ship Anson, for San Francisco Idg; barks Ocean Bird, do do; New World, for do ready, bring J B Lunt, do do; Francisco for de Idg.

At Puget Sound, June 23, brig Eagle, for Queen Charlotte's Sound, At Cape Flattery, brig Ge Emery, from 2an Francisco, and others before reported.

At Humbold Bay abt Je 26, bark Humboldt, Ionded, wind bound, supposed for San Francisco.

Alt at Tinified Bay abt Je 28, brig Calerado, San Francisco; was bound to Humboldt Bay, but could not vouture in on account of the heavy NW gales and high sea upon the bay.

RICHMOND, Aug 2—Arr steamship Roanoke, Parish, N York, Cld ship Fame, Orkney, Bristol. Sid schr Rainbow, Ropers, Roston.

SAN FRANCISCO, July 1—Adv ship Architect, Casper, for Port Phillip and Sydery, NSW, 5th; bark Magdala, for sele; brigs Venezuela, hence, for Acapulca and Realejo lott; Ruth, Hilton, for Realejo and San Juan abt 10th; Audroscoggin, M'Kendry, for Port Phillip, NSW, 10th; Tepic, for alle.

SANTA CRUZ, June 25—Schrügen Morgan, Avery, for Secraments Ids. Sid 25th, sele Eudorus, M'Aimond, San

Androrcegun, M. Achurry, Tepic, for sale. SANTA CRUZ, June 25-Schriffen Morgan, Avery, for Sacramente, idg. Sid 25th, sch Euderus, M'Almond, San Francisco. SAVANNAH, July 31-Cid ship Urgent (Br), Boag, St Passengers Artived.

New Orleans-Ship Indianz-Wm Nichols.

St Thomas-Bark Mary Emily-Com Rouich and family,
of St Thomas; Mrs Eliza Bicks and family, Miss E Manges
ard servant.

St Jago-Brig Henry Woodis-J S Warner, Mr Richards.

Passengers Sailed. CHARLESTON—Steamship Southerner.—Rev J H Thorn-well, G W Smith, E C Hough, E J Donnell, lady and servant, Mrs Newcomb, R A Le Fevre, A A Clark, F W Hoadley, M R Berry, J C Habersham, J M Osborne, V Hebert, J Rott, W H Letchford, Jno Burdett, D Thomas, P Lynch, J Otis, N Storrow, G White, G Thorndike, P Hayward, A Wence, J T Thomas, T L Therne—15 in the steerage.

FRIPPING.

FOR LIVERPOOL.-UNITED STATE MAIL STEAMship ARCTIC, Capt. James C. Luce.-This steamer
will dejart with the United States mails for Europe positively en Saturday, August 7, at 12 o'clock M. from her
berth at the foot of Canal street. No borth secured thipaid for. For freight or passage, having unequalled accommodations for elegance and comfort apply to

EDW R COLLINS & CO., No. 56 Wall street.

The steamship PATIFIC will succeed the ARCTIC, and
sail august 21.

NOTICE TO PASSENGERS.—PASSENGERS PER
Steamship ARCTIC for Liverpool, will please be on
board at the foot of Canal treet. Saturday August 7th, at 11
A. M. sending previously all lugashe not wanted on the passage, marked below.

E. R. COLLINS & CO.

REDUCTION IN PARES BETWEEN PHILADEL.
phia and Liverpool.—The Liverpool and Philadelphia
Steamhip Company intend sailing their new steamships as
follows:—

follows:- FROM PHILADELPHIA
City of Manchester Saturday, July 18
City of Glasgow Saturday, Aug. 16
City of Glasgow Saturday, Sept. 4
City of Glasgow Saturday, Oct. 5
FROM LIVERPOOL.

City of Glasgow ... Saturday, Oct. 5
City of Glasgow ... Wednesday, July 21
City of Glasgow ... Wednesday, Aug. 11
City of Glasgow ... Wednesday, Sopt. 29
City of Glasgow ... Wednesday, Oct. 27
Rates of passage from Philadelphia ... Salson in after state rooms, \$50- including provisions and staward's foes. For freight or passage, apply the TROMAS RICHARDSON, Il Exchange place. N. F., TROMAS RICHARDSON, Il Exchange place. N. F., Almited number of third class passagers will be caken at \$20 from Philadelphia, and \$50 from Liverpool-found with provisions.

NEW YORK AND ALABAMA STEAMSHIP COMpapy, for Mobile, stopping at HAYADA.—The new sidewheel steamship BLACK WASRIOR, Robert W. Shufeidt,
U. S. N., Commandor, will be roady to receive freight or
Monday, August 16th, and will sall for the above ports from
pier foot of Harrison street, North rivor, on Wednesday,
August 20th, at 12 o'clock, precisely. Freight for New Or
leans re-ashipped at Mebile free of commission. Passaga,
565. Freight, on measurement roods, 390, per foot.
LIVINGSTON, CROGHERION & CO., 31 Broadway.

THROUGH 70 SAN FRANCISCO, AT REDUCED

LIVINGETON, CROCHERON & CO., 31 Broadway.

THROUGH TO SAN FRANCISCO, AT REDUCED rates. New York and San Francisco Steamship Line. The new and opleadid steamship UNITED STATES, 1,60% sons burthen, Commander, will take her departure for Aspinwall, Navy Bay, on Wednesday, September I, at 3 P. M., convectingat Panama with the new double engine steamship WINFIELD SCOTT, 2,100 tens burthen, George A. Cole, Commander, which charmer awalts the arrival of passengers at Panama by the United States from New York, and immediately thereafter proceeds to San Francisco d roct, without stoppage at internediate ports. These weestin necommodations and early are not surpassed by say or this route, and an experienced surgeen is attached to each vessel. Books now open and beying tickets for sale. Apply to

General Agenta, 23 Beaver atroot, or JONES & JOHNSOM.

Fassungers by the United States will dismmer a hopgate the whart at Aspinwall, and take the Panama Railroad, now opened nearly to Georgens, thus avoiding the risk attention upon landing in boats at Chagres, and the rivor mavigables to Georgens.

Upon landing in boate at Charron and the rivor uswigshies to Gorgona.

UNITED STATES MAIL STEAMBHIP COMPANY Connecting with the Pacific Mail Steamship Company.
Only through United States mail the for California and Orogon, via Aspinwall and Fanana.—The splendid new and double engine United States mail steamship OHIO, 568 tons burtlen, unequalled in her accommodations, J. Findley Schenk, United States May, commander, will estimate a Thursday, August 6th, at 2 o'clock F. M., precisely from the pier foot of Warren street. North Fiver. The Facific Mail Steamship Company's marnificent stoumer, CRECON, will be in readiness at Fanana to receive the Ohio's mails, and sall immediately for San Francisco. No efforts will be spared on the part of the companies to gend their passengers through with expedition and comfert. Rates of fare to Aspinwall Free Transit of the Isthmus at the passengers' exponse. Persons securing through was also wharf, at Aspinwall free Transit of the Isthmus at the passengers' exponse. Persons securing through based wharf, at Aspinwall free Transit of the Isthmus at the passengers' exponse. Persons securing through passenger by the U. S. mail steamers from New York, have preference of accommodation on board the Pacific mail steamers. Rates of fare from Fanana to San Francisco on the most favorable terms. For freight or passage, apply to CHARLES A WHITNEY. At the office of the companies, 177 West street, corner of Warren street.

Connecting with the Facina Sail Steamship Company—only through U. S. Mail Ins fer California and Oragon, to Aspinwall and Panama.—By order of the Pestinater General, the United States Mail Steamsers, with the fall formal forma

arrost time octween New Orleans and Aspinwall, leaving on the 7th and 22d of each month, and forming with the Pacific attempting in the And forming with the Pacific attempting in the Androna American, Harris & deagents at this place.

For Ladies' Salcon State Rooms.

Lower Aft and Forward Salcon Rooms.

Scoond Cabin Standess.

For Ladies' Salcon State Rooms.

Lower Aft and Forward Salcon Rooms.

Scoond Cabin Standess.

Fassengers are landed at the railroad depot, Aspinwall, free of expense. The railroad being in operation, and came running over half the distance from Aspinwall to Panama, the transit of the 1sthmus may be performed in from sighteen to twenty-four hours—the expense, which varies from \$10 to \$23, to be borne by the passengers.

The public are informed that Assenter Company.

The yublic are informed that Assenter company are now of this company, steamers inspected and approved by the Navy Department, commanded by Navy officers, and carrying the United States Mails. Will be kept at each each of the company, steamers inspected and approved by the Navy Department, commanded by Navy officers, and carrying the United States Mails. Will be kept at each each of the route to over accidents. The following steam packets, belonging to the Facile Mail Stramship Company, are now on the Facile one of which will be always in port at each end of the route.

John States States Assented and approved by the Navy officers and the standard of the route.

John States States Assented the sample of the company are now on the Facile one of which will be always in port at each end of the route to over accidents. The following steam packets, belonging to the Facile Mail Stramship Company, are now on the Facile one of which will be always in port at each end of the route to over accidents. The following steam packets, belonging to the Facile Mail Stramship Company, are now on the Facile one of which will be always in port at each end of the route to over accidents. The following at the former port the arrival of the mail stat

FOR AUSTRALIA. PORT PHILIP AND SYDNRY—
Clipper Line. The splendid A 1 entirely new elipper
ship WM. FROTHINGHAM, B. K. Babbage. Commander,
will sail on the 20th August. For freight or passace, having
unequaled accemmodations, apply to WM. J. DUGAN, 48
Front street; or KUSSELLI & NORTON, 31 Old Slip; or
ELLOT, ARKELL & CO., 146 Pearl street.

DIONEER LINE PACKETS-FOR AUSTRALIA.-THE

R. W. CAMERON, 116 Wall street.

The new and superior steamship ALABAMA. Capitain
D. C. Ludlow, will leave on Saturday, August 7th, at 4 o'clock
P. M. from Pier No. 4, North river. Apply to
SAMUEL IL. MITCRILLI. No. 194 Front street.

The FLORIDA, Capitain Thomas Lyon, on Saturday, 28th
of August. For speed, strength, accommodations and fare,
these ships have no superior on the ocean.

STEAM TO AUSTRALIA—UNDER ARRANGEMENT

With ite Melbourne Gold and General Mining Association.—The favorite and well known steamship SARAH
SANDS, 1500 tons burthen, Win. C. Thompson, commander,
will leave the port of Liverpool on the 28th of August, calling at Queesatown (Core of Cork) to take on board passenger, and leave on the 31st August, for Molbourne and Sydney—the principal ports of the Australian gold regions.

For rates of fare, &c., and other information, apply to
J. HOW ARD & SON, Agents, 34 Broadway,
Passengers leaving New York by the steamship Glasgow,
August 14, will be in time to meet the Sarah Sands at
Queenstown, Gove of Cork.

A USTRALIA—AUSTRALIA, AND GOLD DIGGINGS.
—For Port Philip direct, the splendid and fast sailing
packet MADISON, now in the stream, and roady for sea,
can accommodate a few more passengers, if early application is made, this day, to

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